

INFORMATION REPORT

CD NO.

COUNTRY Yugoslavia

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DATE DISTR. 6 APR 1949

SUBJECT Glider, Chemical, Synthetic Rubber Factories

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NO. OF ENCLS. 2 sketches
(LISTED BELOW)

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SUPPLEMENT TO
REPORT NO.

Letov Factory at Ljubljana

1. The Letov factory in Ljubljana was inaugurated during mid-summer 1948, and produces gliders of Yugoslav type. The factory consists of the following six departments:
 - a. First Department: produces gliders of the "Triglav" type, under the supervision of Engineers Koser and Hrovat.
 - b. Second Department: Manufactures gliders of the "Orel" type, under the supervision of Engineers Obad and Cijan.
 - c. Third Department: produces gliders of the "Udarnik" type, under the direction of the technicians Cener and Slanovec.
 - d. Fourth Department: produces precision instruments as well as gliders of the "Vrabc" type, which are used for training purposes. Chiefs of this department are the technicians Vinko Selan and Janez Kravec.
 - e. Fifth Department (also known as Syndical Department): Deals with all syndical (personnel) questions. Its president is Franc Volc; the secretary Ana Gajot; member: Berto Kravec.
 - f. Sixth Department (also known as "Directive Department"): It is entrusted with the direction of all production and activities of the factory. Director general is Engineer Franc Sustersic.
2. Gliders manufactured at the first, second and third departments are mass-produced. The machines are either single-seaters or two-seaters, and it is reported that they can reach a height of 3,000 meters. Attached to the Letov factory there is a school for training pilots. At present a course, attended by about 70 pupils, is held at this school, under the direction of one Anton Strekelj.
3. Major General Ladislav Ambrozic, Chief of the Central Committee of the "Popular Technique", on a visit to the Letov factory, deposited at the Yugoslav National Bank of Ljubljana the sum of 30 million dinars for financing the factory.

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This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States.
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4. The first "Vrakec" two-seater, completed in January 1949, will be used for the preliminary training of pilots. It was designed by Engineer Ivo Sostaric (of the Uva factory), Jovan Arezina (a pilot who is chief of the technical section of the Federal Center for Glider Flying), and Stevan Kartalija, chief mechanic at the Vrsac school. The aerodynamics studies were made by Sostaric, while the blueprints for all the component parts of the glider were prepared by Kartalija and Arezina, with the assistance of the technicians and specialists of the fourth department of the Letov factory.

Chemical Factory at Ruse (See sketch No. 1).


5. A factory known as "Kemice Tovarne Ruse" built at Ruse in the last three years, on the site of a former small carbolic acid factory, will produce various kinds of chemicals including carbolic acid. Numerous buildings erected to the left and right of the factory have proved inadequate to quarter the 7,000 or 8,000 workers. The factory buildings are clearly visible from the Ruse-Bistrica railway line. The plants are connected with the main railway line by sidings.
6. Military workshop at Varazdin (The following numbers correspond to those on attached sketch No. 2.):
- 1.- Entrance to the workshop and janitor's lodgings
 - 2 - One-story building, 80 x 40 meters with masonry walls and arched roof. This part of the workshop, used for the repair of guns, includes: five lathes; ten presses; six planes; one hydraulic press; three power hammers; and one differential chain block.
 - 3 - Workshop, 60 x 20 meters, for the repair of rifles and machine guns, includes small lathes, milling cutters and other machinery.
 - 4 - Depot
 - 5 - Workshop for the repair of trucks and auto and aircraft motors.
 - 6 - Workshop for the repair of armored cars.
 - 7 - Workshop for the repair of airplanes.
 - 8 - Lodgings for workers
 - 9 - Offices
 - 10 - Shed for quartering the members of the Popular Militia
 - 11 - Cement sentry-boxes
 - 12 - Protecting wall, about 3.50 m. high
7. This factory is of recent construction, and began functioning in January 1947. It is located between the Varazdin-Zagreb highway and the parallel railway line, a few hundred meters south of the town. It employs about 1,100 workers. The political director is Antonio Irkovic, and the technical director is a prisoner, whose name is unknown. The factory is kept under the control of a unit of the Popular Militia, commanded by First Lieutenant Stanko Grakogna.
8. A three-engined airplane, believed to be of Soviet type, is deployed on the factory grounds and is probably used for testing arms. The plane is equipped with seven machine guns.

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Synthetic Rubber Factory at Zalog

9. This factory is located one kilometer north of the Ljubljana-Zalog railway line, one kilometer northwest of Zalog, and about 1.5 kilometers east of the airport. The construction of this factory was started recently. When completed, the factory will consist of five buildings, all measuring 80 x 80 meters, standing at a distance of about 20 meters from each other.

Jugovinil Factory at Split

10. The Jugovinil synthetic rubber factory is between Salona and Sucurac, north of Split, and more exactly between Split-Sibenik railway line and the sea coast, about 50 meters from the sea.

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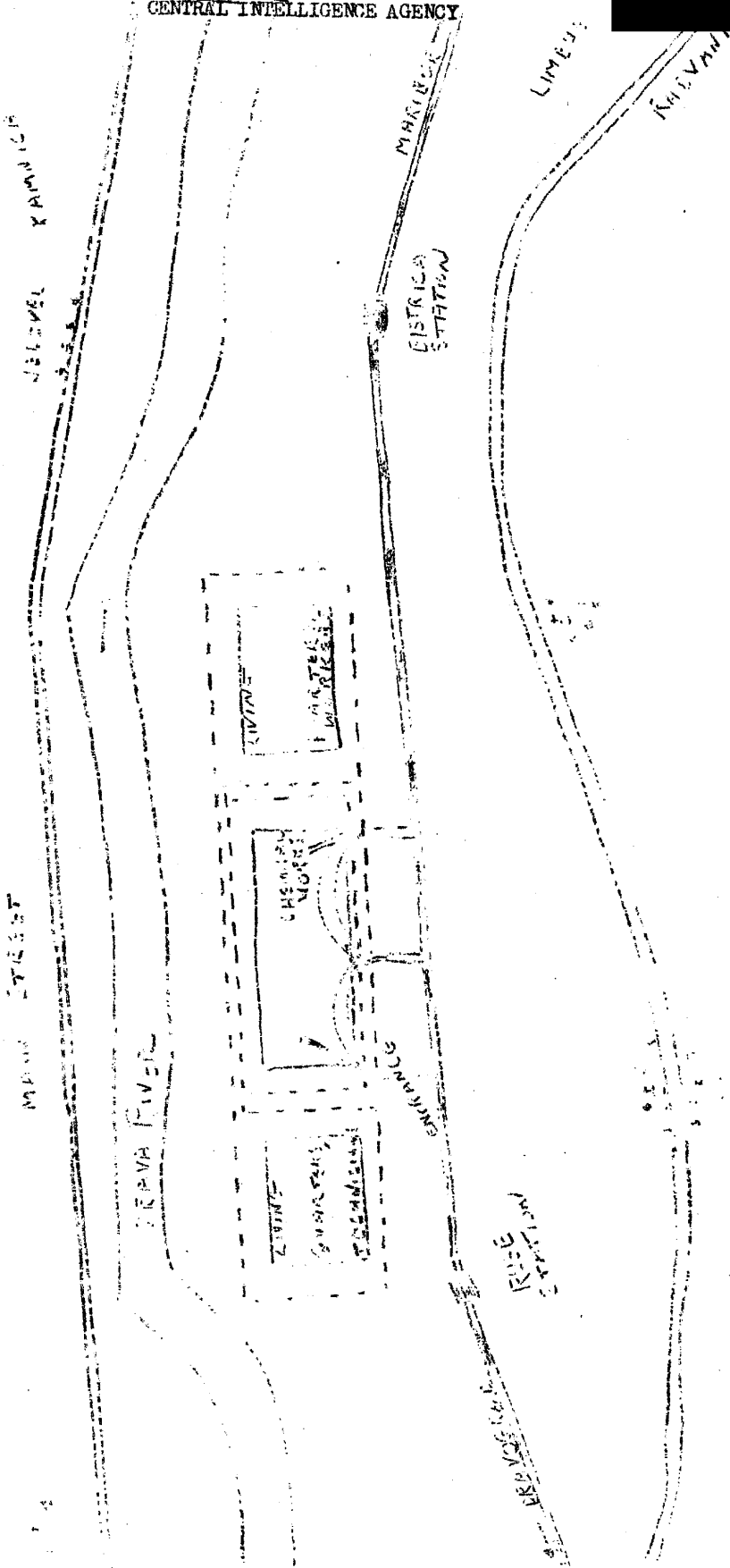
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CHEMICAL FACTORY AT FISS MARICCA

SKETCH NO. 1



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Artillery Barracks

VIRAZLIN

STREET

C. BAKPUNYU
(CHUN TUN)

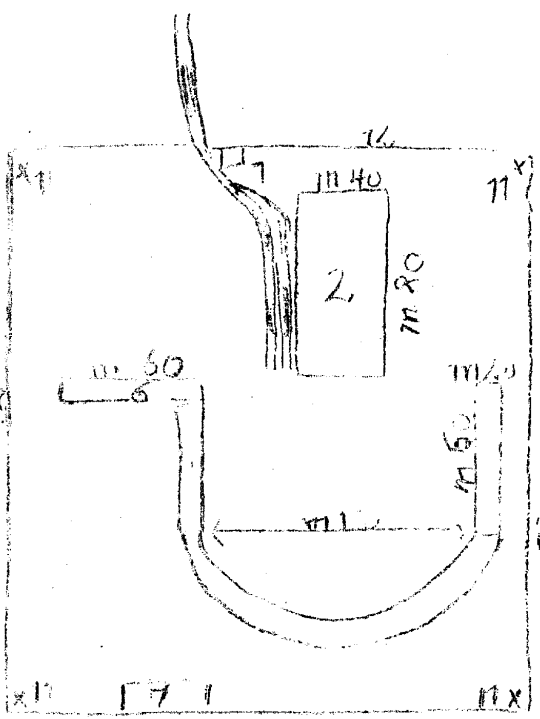
SKETCH
No. 2-



LEPULIV

STREET CLOSURE

REPAIR PLANT



REPAIR WORKSHOP

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